

**SECRET**

DOCUMENT NO.  
 NO CHANGE IN CLASS. IS  
 (1) DECLASSIFIED  
 CLASS. CHANGED TO: TS S G 20 v  
 NEXT REVIEW DATE:  
 AUTH: HR 70-2  
 DATE: 10/11/64 REVIEWER: 037169

HPS-2516/A

Copy 2 of 4

AUG 5 1958

**Dear Denis:**

Reference is made to your letter of 28 July 1958, proposal for additional "C" work.

I have discussed your proposal with [ ] and it appears that there is some misunderstanding of the work he wished performed.

From what I gather, Milt R. called him when #343 was damaged during landing and asked him what they should do while it was being repaired. Rather than send everyone back home for two weeks, Sid asked them to do some work that they thought was necessary and which you originally thought time was not available. In other words, it was Sid's idea that for two weeks while the aircraft was down your people could do some additional ground tests or modifications. Your proposal for \$43,436 represents almost 50% of the original work contemplated.

In view of the foregoing I am returning the copies of your subcontract with Hycon unapproved. Further, it is requested that a new proposal be submitted which lists only that work performed during the two weeks the aircraft was down and which was not originally contemplated.

Sincerely,



SA/PD/DCI [ ] :bas

Distribution:

Orig. - [ ]

2. - HF-32-27 (Proposal File) PVE

3. - [ ]

4. - Chrono (RI)

25X1A

25X1A

25X1A

99/6  
1 2

July 28, 1958

Dear Jim:

As we discussed in our recent telephone conversation, we and our subcontractor are proceeding to do additional work on the "C" System, as set forth in the attached amendment to the Statement of Work contained in Contract No. HF-32-27. Since the unavoidable delay in the flight test program will result in a delay in closing out the contract, we feel that such work should be performed at this time. I am sure that Sid and Floyd know what we are doing. Even though the current thinking is that this contract will be completed by August 15, we are proposing a completion date of August 31 which will take care of any delays, meetings and conferences to discuss results after flight tests, etc.

I am enclosing a copy of a proposal from our subcontractor dated July 23, 1958, and also a copy of an amendment to our subcontract. If this amendment meets with your satisfaction, will you please approve and return it to me for transmittal to our subcontractor.

I hope this is sufficient information for you to write up the necessary contractual amendment, but if you do require additional information or have any questions, please give me a call.

  
Ennis

EBW:PAM  
Enclosures

cc:

25X1A

P. E.  
File HF-32-27  
Proposal Sec.

July 28, 1958

Encl #1  
DIS 29/6  
1-2

EXHIBIT "A"

14. Acquire information on field alignment, then develop some field alignment equipment.
15. Where time permits, institute improvements to "C" System No. 4, such as:
  - Finer balance of stabilization and position servos
  - Tighten stereo actuator
  - Improve vacuum and remount solenoid
  - Stiffen scan web
  - Dampen invar rods
  - Install helical gears
  - Quiet and dampen shutter
  - Improve system isolation mounts
16. Deliver one (1) existing "C" System shutter to customer.
17. Study third optical system in "C" System No. 5.
18. Examine first optical system in "C" System No. 2.

25X1A

Approved For Release 2002/08/07 : CIA-RDP81B00878R000100060021-7

Approved For Release 2002/08/07 : CIA-RDP81B00878R000100060021-7

PROJ.
NO. 7-28
FILE
DATE
RETURN

23 July 1958

The Perkin-Elmer Corporation  
P. O. Box 879  
Norwalk, Conn.

25X1A

Attention:

Subject: Special Product Improvement Program, Configuration 73-C

Reference: Proposal for a Special Product Improvement Program,  
Configuration 73-C dated 5 June 1958

Dear Sir:

Reference is made to our proposed contract with the Perkin-Elmer Corporation for a Special Product Improvement Program on Configuration C.

As you are aware an unavoidable delay has arisen in the flight test program through no fault of this contractor. The initial flight test was scheduled for 17 July, but due to the present delay in operations it has been tentatively rescheduled for 31 July. Many modifications and engineering analyses also have been suggested which would, if effected, greatly improve the overall probability of success for this program.

It is, therefore, requested (1) that the scope of our referenced proposal be increased to include the work described in Exhibit "A", which has been verbally agreed to by Perkin-Elmer representatives, and (2) that the period of performance be increased by four (4) weeks to assure a successful and timely completion of this very important program.

This proposal is based upon an equitable adjustment being made in the estimated cost of performance and in the fixed fee as set forth in Exhibit "B".

Very truly yours,

HYCON MFG. COMPANY

25X1A

Vice President, Engineering

HRE/ps  
encl: Exhibits "A" & "B"

CONFIDENTIAL

Exhibit "A"

## WORK DESCRIPTION

During the unavoidable delay in the flight test program, important work can be performed on the C Configuration to further assure a successful flight test. Such work will include suggested minor modifications, more detailed systems test, and more detailed engineering test and analysis of the modifications already made.

To preserve continuity, experienced personnel, currently on the C program, will perform the additional work.

The proposed work areas are as follow:

1. Stabilizer and Position Servo Performance Analysis. To date, tests on the modified stabilization system (including the new position servo and relocated torquer solenoids) indicate the stabilizer is operating well within the original specifications. A more detailed and definitive analysis of the modified stabilization system will be made to determine accurately the new capability of the stabilizer.
2. Shutter. Continued effort will be made to reduce both transient and steady state vibrations originating from within the shutter.
3. Additional Vibration Analysis. Vibration studies will be to determine the feasibility of isolating the rear attachment points of the cager frame, adding dampers to the isolated shutter mount, and improving the mounting of the vacuum solenoid.
4. Additional Modification. Several of the modifications suggested by Wright Field will be made including damping of the invar rods and stiffening the web on the rocking mirror mount.
5. Systems Test. A more detailed systems test than that normally conducted will be made to help ensure that the modified configuration will perform as reliably in flight as have past C Configurations.

Next 1 Page(s) In Document Exempt